MONTANA STATE AVIATION SYSTEM PLAN 1995 UPDATE FIELD INSPECTION FORM

AIRPORT:	TURNER (9U0)	AIRPORT REFERENCE CODE:	B-I (SM)
CITY:	TURNER	APPROACH TYPE:	VISUAL
CONTACT:	PAT DOYLE	DATE INVENTORIED:	1-23-96
PHONE #:	379-2303	INSPECTED BY:	RSD

RUMWAY 7725 INVENTORY DISTANCE TO: HOLD LINES FROM CENTERLINE: HOLD LINES FROM CENTERLINE: PARALLEL TAXIWAY FROM CENTERLINE: 150' N/A AIRCRAFT PARKING FROM CENTERLINE: 150' N/A AIRCRAFT PARKING FROM CENTERLINE: 150' N/A AIRCRAFT PARKING FROM CENTERLINE: 150' 060' 60' 75% RUNWAY WIDTH: 60' 60' 60' 75% RUNWAY SAFETY AREA (RSA) WIDTH: 120' OK RUNWAY SAFETY AREA (RSA) WIDTH: 250' OK PRIMARY / TRANSITION SURFACE PENETRATIONS: LONGITUDINAL GRADE - SITE DIST, PROBLEMS: 08STACLE FREE ZONE ANALYSIS: 250' W8 7:1 OK OSSTACLE FREE ZONE ANALYSIS: 250' WIDE x 200' BEYOND PAVEMENT BORG LIP HEIGHT (MIN AND MAX): 1.5' - 3' 1'+ PAVEMENT MARKING TYPE: BASIC BASIC BASIC (2) PAVEMENT MARKING CONDITION: RUNWAY 7 END INVENTORY SAFETY AREA (RSA) BEYOND RUNWAY END: 240' OK APPROACH OBSTRUCTIONS: RUNWAY 25 END INVENTORY SAFETY AREA (RSA) BEYOND RUNWAY END: 240' OK APPROACH OBSTRUCTIONS: RUNWAY 25 END INVENTORY SAFETY AREA (RSA) BEYOND RUNWAY END: 240' OK APPROACH OBSTRUCTIONS: 20:1 (3) APPROACH OBSTRUCTIONS: 20:1 (3) APPROACH OBSTRUCTIONS: 20:1 (3) APPROACH OBSTRUCTIONS: RUNWAY END ELEVATION: ANAIMUM DISTANCE BETWEEN LIGHTS: 10' 10' ANAI		REQUIRED	ACTUAL	ALP	CONFORM
HOLD LINES FROM CENTERLINE: 125' 116'-118' NO PARALLEL TAXIWAY FROM CENTERLINE: 150' N/A A A A A A A A	RUNWAY 7/25 INVENTORY				
PARALLEL TAXIWAY FROM CENTERLINE: AIRCRAFT PARKING FROM CENTERLINE: 125' 216 00' 60' 7 RUNWAY WIDTH: 80' 60' 60' 7 RUNWAY SAFETY AREA (RSA) WIDTH: 120' 0K RUNWAY SAFETY AREA (GFA) WIDTH: 120' 0K RUNWAY OBJECT FREE AREA (OFA) WIDTH: 250' 0K PRIMARY / TRANSITION SURFACE PENETRATIONS: LONGITUDINAL GRADE - SITE DIST. PROBLEMS: 0BSTACLE FREE ZONE ANALYSIS: PAVEMENT EDGE LIP HEIGHT (MIN AND MAX): PAVEMENT MARKING TYPE: PAVEMENT MARKING TYPE: PAVEMENT MARKING CONDITION: RUNWAY 7 END INVENTORY SAFETY AREA (RSA) BEYOND RUNWAY END: OBJECT FREE AREA (OFA) BEYOND RUNWAY END: QBJECT FREE AREA (OFA) BEYOND RUNWA	DISTANCE TO:				
AIRCRAFT PARKING FROM CENTERLINE: ## A	HOLD LINES FROM CENTERLINE:	125'	116' - 118'		NO
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RUNWAY OBJECT FREE ÅREÅ (OFA) WIDTH: PRIMARY / TRANSITION SURFACE PENETRATIONS: LONGITUDINAL GRADE - SITE DIST. PROBLEMS: OBSTACLE FREE ZONE ANALYSIS: PAVEMENT EDGE LIP HEIGHT (MIN AND MAX): PAVEMENT MARKING TYPE: PAVEMENT MARKING TYPE: PAVEMENT MARKING CONDITION: RUNWAY 7 END INVENTORY SAFETY AREĀ (RSĀ) BEYOND RUNWAY END: OBJECT FREE AREA (OFA) BEYOND RUNWAY END: APPROACH OBSTRUCTIONS: RUNWAY 25 END INVENTORY SAFETY AREĀ (RSĀ) BEYOND RUNWAY END: OBJECT FREE AREA (OFA) BEYOND RUNWAY END: APPROACH OBSTRUCTIONS: RUNWAY 25 END INVENTORY SAFETY AREĀ (RSĀ) BEYOND RUNWAY END: OBJECT FREE AREA (OFA) BASIC OBJEC		4,850' (1)		3,600'	75%
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OBSTACLE FREE ZONE ANALYSIS: 250' WIDE x 200' BEYOND ✓ PAVEMENT EDGE LIP HEIGHT (MIN AND MAX): 1.5" - 3" 1" + ✓ PAVEMENT MARKING TYPE: BASIC BASIC (2) ✓ PAVEMENT MARKING CONDITION: GOOD N/A RUNWAY 7 END INVENTORY BASIC BASIC (2) SAFETY AREA (RSA) BEYOND RUNWAY END: 240' OK ✓ OBJECT FREE AREA (OFA) BEYOND RUNWAY END: 240' OK ✓ APPROACH OBSTRUCTIONS: 20:1 NONE 3,048.5 N/A RUNWAY END ELEVATION: 240' OK ✓ APPROACH OBSTRUCTIONS: 220' OK ✓ APPROACH OBSTRUCTIONS: 220' OK ✓ APPROACH OBSTRUCTIONS: 20:1 (3) 3,044.0 APPROACH OBSTRUCTIONS: 20:1 (3) 3,044.0 N/A RUNWAY END ELEVATION: 20:1 (3) 3,044.0 N/A RUNWAY LIGHTING INVENTORY 20:1 (3) 3,044.0 N/A VIPE: MAXIMUM DISTANCE BETWEEN LIGHTS: 10' 10' A A MAXIMUM DISTANCE BETWEEN LIGHTS: 10' 10' A		250' W & 7:1			- I
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DISTANCE FROM PAVEMENT EDGE: MAXIMUM DISTANCE BETWEEN LIGHTS: 10' 10' 10' 10'	COLOR:	RED/GREEN	RED/GREEN		✓
DISTANCE FROM PAVEMENT EDGE: MAXIMUM DISTANCE BETWEEN LIGHTS: 10' 10' 10' 10'	THRESHOLD 25				
MAXIMUM DISTANCE BETWEEN LIGHTS: 10' 10' ✓		10'	10'		/
					-

CO	MM	EN.	TS:
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(1) R/W LENGTH OF 3,550' FOR 75%, 4,390' FOR 95% AND 4,850' FOR 100% COVERAGE; ALP ULT OF 4,200' SHOWN

⁽²⁾ END NUMBER MARKINGS WERE STRIPED RATHER THAN PAINTED SOLID

⁽³⁾ TV ANTENNA APPEARS TO BRUSH APPROACH SLOPE; ALP SAYS IT IS OK

MONTANA STATE AVIATION SYSTEM PLAN 1995 UPDATE FIELD INSPECTION FORM

	FIELD INSPE	CHON FORM	/1			
AIRPORT:	TURNER (9U0)			RPORT REFER	B-I (SM)	
CITY:	TURNER			PPROACH TYP	VISUAL	
CONTACT:	PAT DOYLE			ATE INVENTOR	RIED:	1-23-96
PHONE #:	379-2303		IN	SPECTED BY:		RSD
TAN(NA/AN/ IN IN /EN IT/		REQUIRED		ACTUAL	ALP	CONFORM
TAXIWAY INVENTO	JRY	25'		30'		/
TAXIWAY SAFETY	AREA WIDTH:	49		OK OK		/
	FREE AREA WIDTH:	89		OK		1
	ERLINE TO FIXED OR MOVEABLE OBJ.	44.5		OK		1
	LIP HEIGHT (MIN AND MAX):	1.5" - 3"		1"+		/
PAVEMENT MARK PAVEMENT MARK				YELLOW GOOD		N/A
FAVEIVIENT WARK	ING CONDITION.			GOOD		IN/A
TAXIWAY LIGHTIN	G INVENTORY					
_	PAVEMENT EDGE:	10'		10'		/
MAXIMUM DISTAN	ICE BETWEEN LIGHTS:	200'		OK		1
TYPE:		MIRL - STAKE	MT			1
CONDITION:		51.115		GOOD		N/A
COLOR:		BLUE		BLUE		/
MISCELLANEOUS						
TYPE OF BEACON	:	MOUNTED ON	MA	IN HANGAR SOU	TH OF APRON	
SIZE OF BEACON:		36"				
OTHER LIGHTING AIDS (VASI,PAPI,REIL):		25 END: CROUSE-HINDS PAPI, GOOD COND, 60' FROM PVMT EDGE				
WINDCONE (CONE	DITION & COMPLIANCE):	NORTH OF APRON ~200', 15' HIGH, IN FAIR COND				
SEGMENTED CIRCLE (CONDITION & COMPLIANCE):		METAL PANEL SEGMENTED CIRCLE IN FAIR COND				
WINDCONE (CONI	DITION & COMPLIANCE):					
SEGMENTED CIRC	CLE (CONDITION & COMPLIANCE):					
FENCING:				GOOD		
SIGNS: (TYPE, CONDITION, PLACEMENT)		THREE CROUSE-HINDS DIRECTIONAL SIGNS ALL IN GOOD CONDITION, TWO 15' FROM PVMT EDGE ONE 12' FROM PVMT EDGE				
COMMENTS:						